



Early Journal Content on JSTOR, Free to Anyone in the World

This article is one of nearly 500,000 scholarly works digitized and made freely available to everyone in the world by JSTOR.

Known as the Early Journal Content, this set of works include research articles, news, letters, and other writings published in more than 200 of the oldest leading academic journals. The works date from the mid-seventeenth to the early twentieth centuries.

We encourage people to read and share the Early Journal Content openly and to tell others that this resource exists. People may post this content online or redistribute in any way for non-commercial purposes.

Read more about Early Journal Content at <http://about.jstor.org/participate-jstor/individuals/early-journal-content>.

JSTOR is a digital library of academic journals, books, and primary source objects. JSTOR helps people discover, use, and build upon a wide range of content through a powerful research and teaching platform, and preserves this content for future generations. JSTOR is part of ITHAKA, a not-for-profit organization that also includes Ithaka S+R and Portico. For more information about JSTOR, please contact support@jstor.org.

the form of rules free from technical language, but it is doubtful whether any considerable number of society members will grasp the import of the proposed readjustment of fraternal insurance from the appendix on legislation. It is unfortunate that the proof reading was not more carefully done, misspelled words being apparent throughout, with some grammatical errors and meaningless sentences interspersed. This is inexcusable in a book selling at this price. The non-technical and concise presentation of the subject is to be highly commended, as well as the serviceable arrangement of case citations.

R. R.

MANUFACTURING INDUSTRY

WAGNER, FREDERICK H. *Coal and Coke*. Pp. xii, 431. Price, \$4.00. New York: McGraw-Hill Book Company, 1916.

Mr. Wagner's first object is to present data relating to the carbonization of coal, with special emphasis upon the production of coal gas. This naturally includes a technical study of the oxidation and spontaneous combustion of coal, the difference between coking and gas coals, the methods of analyzing coal, and the preparation and storage of coal. All of this leads finally to a discussion of carbonization, the various methods by which coke is made, and the ovens and other apparatus used in its production.

Apart from its value to the student of coal gas manufacture, this book undoubtedly contributes somewhat to the very scanty literature relating to the production and handling of coke, although it seems to be a compilation of the more recent literature on the subject. It is to be regretted that a much larger space has not been given to by-product coke, since public interest in it has been so keenly aroused during the past three years, and there is so little available literature pertaining to it.

Many excellent cuts and plates throughout the book offset, to a certain degree, the brief treatment of most of the topics. A close student in this field would find it necessary to consult the original sources from which the author, with the apparent idea of presenting primarily a review of each topic, has drawn. The limited list of references indicates the wide field open for careful comprehensive studies of this industry, from an economic as well as from a technical standpoint. As a whole this work, though inadequate, partially fills a great need for a reference book on coal gas manufacture and by-product coke.

S. W. TATOR.

University of Pennsylvania.

TRANSPORTATION

JACKMAN, W. T. *Transportation in Modern England*. 2 vols. Pp. xxii, 820. Price, \$7.25. New York: G. P. Putnam's Sons, 1916.

These two volumes cover the history of transportation in England from the end of the fifteenth century to 1850, there being an introductory chapter giving a sketch of road construction from the Roman occupation to the fifteenth century. The author's reasons for not bringing his work beyond 1850 (except as regards the history of canals) are that we are still too near the introduction of the bicycle, the

automobile, the motor truck, and the motor omnibus to measure adequately the influence of these vehicles upon transportation facilities and services, and that, "as far as the railways are concerned, the outlines of the various systems were practically finished by 1850" while the economic problems of transportation development since that date have been discussed by various writers. These reasons seem hardly convincing. The great development of transportation and the consequent reconstruction of economic and social life have come about since 1850, and a history of transportation that ends with that date fails to supply the information which students of economics and political science especially desire. It is to be hoped that the author will add a third volume continuing his work at least to the end of the nineteenth century.

The books evidence excellent scholarship. The information has been sought from original sources, the text is fully documented and there is a lengthy, well-arranged bibliography. The style is clear and concise, and the space assigned different subjects shows a good sense of proportion.

E. R. J.

WILLIAMS, CLEMENT C. *The Design of Railway Location*. Pp. vii, 517. Price, \$3.50. New York: John Wiley and Sons, 1917.

This work is a study of the fundamental economic and physical principles underlying the problem of railway location. While designed primarily as a text for engineering students, the book may be read with profit by anybody interested in the problems of railway economics.

The introduction and the first part are of a general nature; the former gives a brief history of the development of railways in the United States, and the latter sets forth an analysis of railway transportation as a business, including the factors immediately related to the income and the outgo of the operating railroad corporation.

The second part deals with the operating conditions which affect railway location, such as curves, gradients, rolling stock, locomotives, and electrification. The third part deals with the special problems of double tracking, elimination of grade crossings, and grade reduction. The fourth part describes the practical work involved in making surveys and estimates preparatory to actual construction.

Many railroad companies have decided in recent years that it pays to invest a large lump sum in a construction project in order to make changes by which operating costs can be reduced and a greater efficiency achieved in the movement of traffic. Professor Williams shows what factors must be considered in determining whether expensive projects of relocation are in the long run economical.

T. W. V. M.

WYMOND, MARK. *Government Partnership in Railroads*. Pp. 178. Price, \$1.50. Chicago: Wymond and Clark, 1917.

An analytical presentation of the problem of railroad regulation in the United States is offered in this work, along with the elements of a plan for a constructive policy and an argument against government ownership.

T. W. V. M.